

# Backfire

April 2008



The Magazine of the  
**Bristol Pegasus  
Motor Club**

**Cover : Paddock at the Great western Sprint at Castle Combe**

**Photo : Andy Moss**



# 2008 BPMC Events Calendar 2008

## Changes shown BOLD

February	<b>Friday</b>	<b>8<sup>th</sup></b>	<b>Nav Scatter</b>
	Monday	11 <sup>th</sup>	Club Night
March	Friday	7 <sup>th</sup>	Nav Ex
	Monday	10 <sup>th</sup>	Club Night
	Friday	14 <sup>th</sup>	Stoneleigh Show Visit
	Saturday	29 <sup>th</sup>	Great Western Sprint
April	Monday	14 <sup>th</sup>	Club Night
May	Monday	5 <sup>th</sup>	The Wessex Sprint
	<b>Sunday</b>	<b>11<sup>th</sup></b>	<b>Production Car Trial</b>
	Monday	12 <sup>th</sup>	Club Night
	Monday	19 <sup>th</sup>	Treasure Hunt
	Monday	26 <sup>th</sup>	Bristol Llandow Sprint
June	Sunday	8 <sup>th</sup>	ACE Classic Tour
	Monday	9 <sup>th</sup>	Club Night
	Saturday	14 <sup>th</sup>	AutoSolo
	Monday	23 <sup>rd</sup>	Treasure Hunt
July	Monday	14 <sup>th</sup>	Club Night
	Monday	21 <sup>st</sup>	Treasure Hunt
August	Saturday	9 <sup>th</sup>	Castle Combe Track Day
	Monday	11 <sup>th</sup>	Club Night
	Monday	18 <sup>th</sup>	Treasure Hunt
	Monday	25 <sup>th</sup>	Bristol Two Club Sprint
September	Monday	8 <sup>th</sup>	Club Night
	Saturday	20 <sup>th</sup>	AutoSolo
October	Monday	13 <sup>th</sup>	Club Night
	Saturday	18 <sup>th</sup>	The Pegasus Sprint
	Friday	24 <sup>th</sup>	Nav Scatter
November	Monday	10 <sup>th</sup>	Club Night
	Friday	14 <sup>th</sup>	Nav Ex
	Thursday	20 <sup>th</sup>	Karting Endurance Challenge
December	Friday	5 <sup>th</sup>	Nav Ex
	Monday	8 <sup>th</sup>	AGM



## Club Night

Monday 14<sup>th</sup> April

Come along for a drink and a chat from 8.30pm at the Weatshef, High Street, Winterbourne.



## Wessex Sprint

Monday 5<sup>th</sup> May

Regs available from the website or from Carole Morgan. Marshals to contact Bob Hart – details below.

## Production Car Trial

Sunday 11<sup>th</sup> May

Regs are now available from the Website or please contact Andy Moss on 0117 9041841 or e-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk).



## Club Night

Monday 12<sup>th</sup> May

## Treasure Hunt

Monday 19<sup>th</sup> May

The first treasure hunt of 2008.

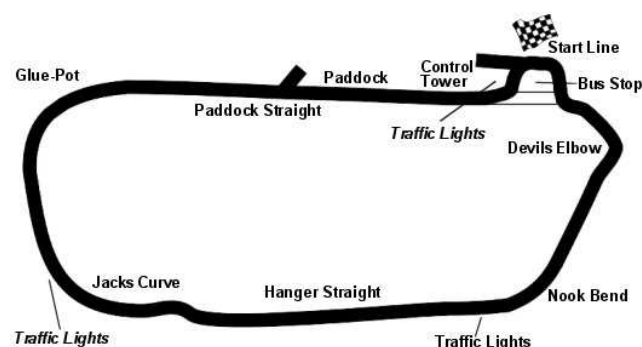


## Llandow Sprint

Monday 26<sup>th</sup> May

Entries are filling up fast for our annual trip across the Severn bridge to Llandow. Regs available from the website or from Andy Moss – 0117 9041841. Marshals should Bob Hart. Telephone 0117 9409772 or 07799 056176.

E-Mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk)



As always we are looking for contributions for Backfire - 80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com) Fax (0870)139-2108

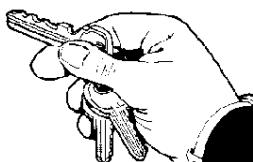
Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)





## CHAIRMAN'S CHAT

By Kieron Winter



Last month saw the first running of the Great Western Sprint at Castle Combe. This event was organised with Bristol Motor Club and I think it is fair to say that the way it turned out was a great disappointment to the organising team. However I must say on behalf of the club a big thank you to all the marshalling team who had to stand out in some appalling weather in the afternoon.

As I write this, the event debrief meeting has not been held. The immediate thoughts of many drivers were that they liked the chance to drive 1  $\frac{3}{4}$  laps of the circuit, but it needs to be run without the delays and other problems that were encountered on the day. The problems of getting times out quickly to the drivers were also very frustrating for everyone. We have received some very constructive input from one of the experienced marshals and some of the drivers. All of these will be fed into the debrief meeting. I know it is a British tradition to have a good old moan, but the fact that someone has gone to the trouble to put their

thoughts down in writing, especially when they bring experience of other events of a similar format is extremely helpful.



The week before I was at Castle Combe for the first race meeting of the season. Once again a good many club members were on the banking watching, most wearing woolly hats and big coats to keep out the cold wind. Those who were there saw club member Dave Cutcliffe making his racing debut in the Castle Combe Special GT race. In fact as well as Dave making his race debut, the Halsbury sports car he was driving actually made its first race start (it qualified last year, but never made a race start) and it made its first race finish. Dave qualified in sixth place and finished in sixth; he lost several places away from the start, but made them up over the duration of the race. Also in the race was Martin Baker from Woolbridge MC. Martin has been at our Sprints over the years in his rapid Morris Minor, but now he has acquired a Radical and he was out at Combe. At lunchtime the cars from the Castle Combe Saloons, FF 1600 and Special GT championships came out onto the circuit for the fans to get a closer look and have a chance to talk to the drivers. I was at Quarry





Corner where the Special GT's were parked up. One of the Castle Combe commentary team was out interviewing the drivers. I bumped into Paul Bird who was talking to Rob Clarke and his pit crew. Paul and I were chatting when this bloke came up and stuck a microphone under my nose. I realised that I was now being interviewed and broadcast across the PA system. Sorry Paul, I denied you the chance for public glory!

Earlier in the month, the club paid it's now traditional visit to the Race Retro show at Stoneleigh. Thanks go to our driver, Martin Baker (our Martin Baker, not the Woolbridge one), who once again drove us up to the show and arranged the evening meal at the Gardeners Arms. I think the show managed to improve upon last year, with a very interesting selection of stands and display



vehicles. I know that they are not that Classic, but I found the display of Ford Escorts very interesting. They had many important cars from the world of Rallying and Racing. I guess that Escorts were the cars to have when I first started to get interested in motorsport and so I have had a soft spot for them. Well I could have joined the Escort club as David Sutton Motorsport had a Mark I rally prepared Escort for sale – the price was £75,000! If I wanted a MkI Escort with a bit of rally pedigree (1972 RS1600 car driven to victory in the 2007 Safari Rally by Bjorn Waldegard), then all I had to do was to take my place at the Bonhams auction. I understand that the car went for £89,500, the highest price paid for Escort in an auction. If only I had kept my old my old Mark I Escort (it would have been a pile of rust by now!).



Looking forward to April, the Production Car Trial has been moved into May. The date we had chosen clashed with another Trial and we would have been short of organisers and entrants if we did not move. The May date should mean we have the chance for better weather, but Donny Allen has confirmed that she is available on that day and every time





that she has been to Dundry, we have had rain – you have been warned.



There was surprising news the other week and that was that Grand Prix motor racing TV coverage would be coming back to the BBC. It will be good to see the racing without the advert breaks and with Freeview having four HD channels in 2009, one of them being for the BBC, us armchair viewers could be in for a treat, let us hope the racing itself is worth watching.



I hope the BBC can arrange a transfer for Martin Brundle, his insight and comments are excellent, but the one thing they must do is bring back the theme music “The Chain”, I am sure that Fleetwood Mac could do with the royalties.



## 2008 GOODWOOD MOTOR SPORT SEASON

With the annual Goodwood Festival of Speed and Goodwood Revival motor sport events now just months away, plans are shaping up very well for a truly exciting and entertaining season in West Sussex.

This year's Festival of Speed theme – Hawthorn to Hamilton – Britain's Love Affair with World Motor Sport – promises a spectacular array of top racing drivers and riders with their cars and motorcycles descending on Goodwood from 11-13 July.

The popular Goodwood Revival meeting will celebrate its 10th anniversary from 19-21 September, as well as the 60th anniversary of the launch of the legendary Goodwood Motor Circuit, so you can expect many famous faces and machines to be seen in action throughout the event. Enhanced hospitality facilities, plus an all-new on-site Goodwood camping ground, may make you want to stay a while longer as well.

If you can't wait to get along to Goodwood until the Festival of Speed and Revival, why not pop along for the Goodwood Breakfast Club on the first Sunday of the month for a tasty meal and some great vehicles [click here for details](#), or fly down for the Goodwood Aero Club Vintage Fly-In and Air Display to get close to the historic aviation action on 25-26 May.

Whichever Goodwood event you choose to visit, you can be assured of an enjoyable experience.



## Date For Your Diary Future Club Night

Monday 8<sup>th</sup> September  
Club Night

For our September club night our very own Martin Emsley will 'Ramble'

Photo left - Martin attempting Wheelchair Land Speed record after previous attempt ended in failure.



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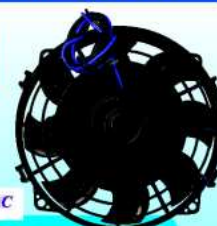


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## DAVE'S RACING DEBUT

Report By Kieron Winter

Photos By Pete Stowe



The Easter Bank Holiday Race meeting saw Dave Cutcliffe making his racing debut at Castle Combe. Dave was driving the Halsbury sports car, a home designed and built car from Bristol. The owner wanted to do his own design and was inspired by the Le Mans winning Audi R8.

Last year the car came to Castle Combe and the team employed a professional driver, however the car suffered reliability problems and it never made a race start. Dave Griffiths at Interpro had known Dave Cutcliffe for a long time and had seen the work that he had done on developing his Van Diemen Sprint car over the years. Knowing that he had retired and would have plenty of time on his hands (most people I know who have recently retired tell me they don't know how they had the time to go to work!), he suggested to the Halsbury team that they ought to talk to Dave to help them with engineering the car. So Dave got involved with the team, though he tells me that they did not always follow his recommendations!

Over the winter, the team offered Dave a drive in the car, so he had to take his ARDS course. Dave was able to test the car at Combe on the pre-race test day and there was some concern over the oil temperature. Come race day the car was on slick tyres when it started to snow at Combe, luckily this quickly passed and Dave was out for his first practice. He had problems with a slower car weaving to try and get his tyres warm making it dangerous to overtake him. Dave eventually got past him and settled down and qualified in sixth place. Just before the end of practice the oil temperature was high and Dave pulled off into the pits, the whole back of the car was covered in oil, including the tyres!

The team was very disappointed and thought that they would yet again fail to make a race start. However Dave convinced them not to go home, but to get the car ready. It was agreed that he would start the race, do six laps and then pull off before any serious damage was done. However in the pit lane just before the race, the owner leaned over to Dave and said "go for it".

On the warm up lap Dave had trouble getting any heat into the tyres, the car in front was doing some heavy weaving and when Dave put his foot down the turbo kicked in and almost shot him into the back of him. So Dave backed off which meant that he arrived on the grid with cold tyres. When the red lights came on, everyone revved their engines and Dave used to starting on his own in Sprints, realised that he could not hear his own engine! He was also concerned





about the transmission making a racing start as the car had managed to twist the output shafts previously. This resulted that when the lights went out; his car was sat there with the cold tyres spinning and everyone driving around him. By the time the car got going he was almost last.

Dave settled down and started to pass the cars that had overtaken him at the start and in fact managed to lap some of the slower cars and just managed to avoid being lapped by the race winner himself. Dave was having some troubles with the gear change coming out of Quarry corner, but was OK at other corners. Compared to his Van Diemen, the Halsbury had less down force and Dave thought that he was doing 112 mph over Avon Rise, where he would do 130 mph in the Van Diemen. So Dave got the car to the end of the race and the car recorded its first finish. The team intend to be back at Combe for the race meeting on 5<sup>th</sup> May when the engine will have paid a visit to Interpro, let us hope that they make it two finishes in a row..



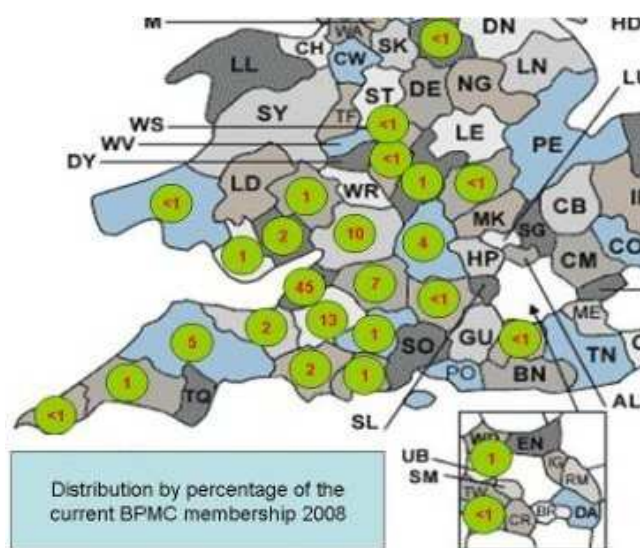
Above : Nick Wood talks to Dave

## MEMBERSHIP REPORT

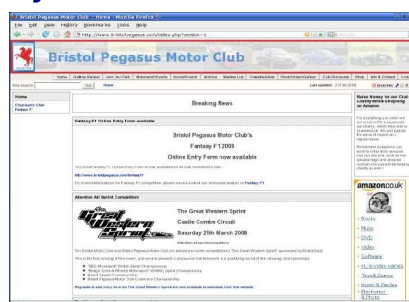
By John Corfield

We're in a good position so far this year, and are running at 90% of last year's end-of-year membership. The geographical distribution has not changed from my last analysis (see the graph below).

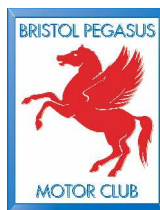
Interestingly we have now reached the same number of partner members as last year. I'm hopeful, as it's still relatively early in the year, that we'll match last years membership and continue to prove that BPMC is a healthy club providing true value for such a low membership cost.



For all the latest news  
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[www.bristolpegasus.com](http://www.bristolpegasus.com)

*All Classics Enthusiasts (A.C.E.) Booking Form***Jointly organized by, Bristol Pegasus Motor Club'****The 2008 Classic Vehicle Charity Tour – SUNDAY JUNE 8TH**

This Year we take in the wonderful Gloucestershire countryside, as well as the Forest of Dean. As always, the route is designed to take in places of interest that we are sure you will enjoy. We shall once again have a communal picnic stop at a convenient location.

As last year, we leave from the **BAWA** pavilion, Southmead Road, Filton, by kind permission of the Management. **(TOILETS ARE AVAILABLE FROM THE START AREA)**. Please assemble by 9.30am at the latest. A map of the area local to the start point is attached to this entry form.

It has been determined that the main charity for this year, will be '**Children's Hospice, South West**'; which in the view of the Committee is deserving of our support.

**Please retain the above section for your information.**

**Return the lower section with your entry fee.**

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Entrant/Driver Name:
Address:
Post Code:
Email address:
Contact Telephone Number:
Passenger Name(s):
Vehicle Make/Model:
Vehicle Registration Number:

**DECLARATION**

I agree to be bound by the Regulations that are issued for this event.

I declare that I am physically and mentally fit to take part in this event and I am competent to do so. I acknowledge that I understand the nature and type of the event.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law, which is valid for such part of this event as shall take place on roads as defined by the law.

I furthermore declare that the vehicle is in a fit condition safely to be driven in the event and confirm that it is covered by a relevant Department of Transport Test Certificate (MOT).

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please sign declaration above and return with entry fee (**minimum £12.00 per vehicle**) to: -

**Mr A Joiner, 17 Badminton, Penn Drive, Frenchay, Bristol. BS16 1NJ.**

**Tel: 0117 956 4954**

(Please make cheques payable to **ALL CLASSIC ENTHUSIASTS** or **A.C.E.**)

<b>If a receipt is required, please tick box and enclose a stamped self-addressed envelope.</b>	<input type="checkbox"/>
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## THE SOLO CHAMPIONSHIP "SPRING ROSSOLO"

9th March 2008

By Alan Spencer

Following the event at Weston Airfield that many of the club members never got to do ( I was a little late entering ) the next event in the championship was held at the M5 services at Strensham in the lorry park.

I had managed to gain an entry in the Parsons ford not a car built for this type of event but it wasn't too bad as it is short and easy to place around bollards. We were to run 4 courses and had 3 runs at each with a full entry of 40 cars and competitors, Ross and District Motor club under the directions of Simon Harris and other club members pulled off a well run on time event.

I ran in the "kit special car" class with a very well prepared VW Scirocco - with no trim and a modified engine. This class is specifically for specials and modified cars.

As I have had many years practice in Autotest this event should have been a walk over, but if something goes wrong it will. On the second course I put in 3 wrong tests with mistakes in three different places on the course, what was I doing or thinking? That was the end of any good times for the rest of the day - I could never catch up after that.

However, looking at the results, modern saloon cars have come on in leaps and bounds since my last event in Autotest, they are very much quicker today, so I have to

rethink or buy a good modern car to do well in any of the other championship events. Still it was good fun and big smiles all round the paddock area as all competitors had a good day on the tarmac, although it was very abrasive and wore out some tyres during the day.

The Lotus Elises were impressive as were the Subaru Impreza drivers and the car to have seems to be a Peugeot 106 GTI or Rallye - has any one got one, very impressive.

A very good day out, the Parsons was let down by its driver. Looking forward to the next round at Oxford on 19th April and the Dolphin M/C's event on the 7th June.

It's a great discipline and inexpensive Motor sport.

Below : Spence in our Solo last year





## Clubmans Championship 2008 Up to the February Nav-Scatter

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS	ORGANISED OR MARSHALLED ?
5.96	Alex Messenger	1	2	No
5.96	Dave Turner	1	2	No
5.96	Phil Turner	1	2	No
5.17	Andy Rigler	4	1	Yes
5.17	Chris Goodchild	4	1	Yes
5.17	Dick Craddy	4	1	Yes
5.17	Martin Baker	4	1	Yes
4.33	Andy Baverstock	8	1	No
4.33	Andy Moss	8	1	Yes
4.33	Martin Emsley	8	1	Yes
4.33	Steve Suckling	8	1	No
2.67	Alan Spencer	12	1	Yes
2.67	Kieron Winter	12	1	Yes

## Marshals Championship 2008 Up to the February Nav-Scatter

Prepared by Chris Goodchild

TOTAL POINTS SCORED	ENTRANT	'POINTS SCORED' POSITIONS	NUMBER OF EVENTS
2	Andy Rigler	1	1
2	Dick Craddy	1	1







## TOW VEHICLE HIRE

By John Corfield



In case it's of any help to others, I stumbled across Mitsubishi Vehicle Rental who rent vehicles for towing. They have bases in Melksham, Bristol and Weston-super-Mare. To quote from their leaflet: "4 a day, 4 a week, 4 a fortnight...4 however long you need one, we've a superb range of Mitsubishi vehicles to suit every lifestyle at fantastic rates. Of course all 4x4s come complete with a tow bar and we've lots of accessories available to choose from too and, for your added convenience, we'll deliver across the whole of the South of England."

I exchanged a few emails with a very helpful young lady (Sarah) at the Melksham branch and, as an example, she quoted a special rate for the weekend Friday until Monday of £120 inclusive of delivery, collection and insurance for an L200. (The insurance is comprehensive although the trailer is only insured third party and does not cover the contents.) I'll be trying out the service this year (May 5th first) and will let you know how I get on.

Incidentally the other nearest company to me to rent for towing is U-Drive, based in Frome, who I believe will rent vans for this purpose.

Follow-up

I'd been waiting for slot at Track Developments to have some chassis work done on the Corfield Fiesta and was offered the week 29th March to 5th April.

I contacted Sarah at Mitsubishi, Melksham and ordered a car for one day to tow the Fiesta & trailer there and one day to get it back. I had Friday 28th off as holiday and collected a Mitsubishi L200 Double Cab Warrior straight after work about 5pm on Thursday (27th). I was back home and had the whole rig ready to go parked in my driveway by the early evening. I set off for Track Developments workshop early on Friday and was immediately in awe of the Mitsubishi's towing ability. Admittedly I had my previous 2 litre diesel Renault bus and ex Post Office LDV van as comparisons and the Mitsubishi did have a 2.5 litre turbocharged diesel lump but the level of comfort and towing performance was, to me, impressive. I returned the Mitsubishi and was back home by mid day with the venture having cost me £40 plus fuel. I heartily recommend Mitsubishi if you need a towcar both for the standard of service and for the standard of vehicle.

For me, hiring a towcar saves me money over the year and saves me the hassle of keeping and maintaining a vehicle I hardly use and find awkward to park up for weeks on end!

What work was I having done to the Fiesta? That's for another Backfire - after Martin and I have tried it out :-)

For more information see the website at [www.mitsubishivehiclerental.co.uk](http://www.mitsubishivehiclerental.co.uk).





## MECHANICS TRIAL

Sunday 30<sup>th</sup> March  
Stroud and District MC







## CHARITY UPDATE

The club featured in the Diabetes UK magazine this month

### Adopted by Pegasus

For many years the Bristol Pegasus Motor club had got involved in fund raising events, but these weren't regular and were often motorsport related charities. About six years ago the club proposed that they should formally adopt a charity. They also agreed that this would not be a motorsport related charity, but instead the charity which would be recognised within the wider community.

In the first five years, having adopted St Peter's Hospice in Bristol the Club raised over £6,500. In 2007, they chose to switch to Diabetes UK. This seemed particularly relevant because two of the club committee had been diagnosed with diabetes and they wished not only to support the charity but also raise awareness of diabetes.

The main thrust of fundraising is at the club day in August and the AGM where a raffle of donated items is held. The members work hard encouraging local motoring businesses to donate items, the more interesting of which, including a flight in a light aircraft, are auctioned at the AGM. Guest speakers have also donated some signed and unique items. The big charity event is a karting evening, supported by the Raceway, Avonmouth, which due to their generosity produces over half the money raised over the year. More money is raised by the sale of

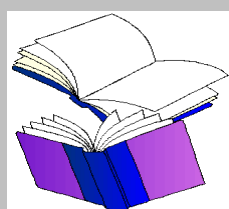


donated items, such as cars and wheels on E-bay and commission from Amazon when the link from the club web site is used for purchases.

At the AGM in 2007, in their first year of supporting Diabetes UK, the club presented Sarah Reeves from Diabetes UK South West with a cheque for £2,000. This broke all their previous fundraising records. "It just goes to show what can be done with a little effort alongside the main club objectives whilst having a bit of fun," said the Club Charity Co-ordinator Martin Emsley.

Thank you Pegasus. We are most grateful for your efforts and hope you had a lot of fun along the way.

If you want to know more about the Pegasus Motor Club, look on their website:  
[www.bristolpegasus.com](http://www.bristolpegasus.com)



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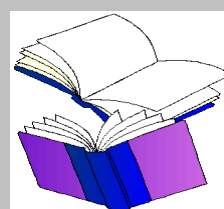
Visit the bookshop  
section

[www.bristolpegasus.com](http://www.bristolpegasus.com)

Click on the Amazon link on the home page

**Anything** you then buy on the Amazon site will earn 5% commission which the club will pass on to the clubs adopted charity for 2007 Diabetes UK.

The Amazon site sells books, videos, CD's, DVD's etc. etc.





## WISCOMBE HILL CLIMBS

Entries are still available for Woolbridge at Wiscombe hill climbs on 26 & 27 April (entries officially close 7 April) and that it is open to all members of ASWMC motor clubs not just championship contenders. Regs and entry forms are available on the Woolbridge website (go to the calendar page and scroll down to each date) or by phoning Gwyneth Wright on 01202 573773

## KYRLE CLASSIC TRIAL – MARSHALS NEEDED

The Kyrle Classic Trial takes place on Sunday 20th April 2008. The trial is a round of the ACTC Championship Classic and is based in and around The Forest of Dean.

The event Starts at Symonds Yat Services, on the A40 Northbound, Whitchurch, Ross-On-Wye map ref 162/544172. Scrutineering starts at 07.15. First competitor leaves at 08.30.

The event is organised by Ross-on-Wye MC who tell us entries have been pouring in – at the moment they have 79 – the maximum is 80. With some hills just for Class O they have to marshal a total of 20 hills.

Chief Marshal, Mark Reeves is working hard to find sufficient marshal-power, but they do need a lot of bodies. If you have not entered and fancy a day out marshaling the Kyrle in the beautiful Wye Valley and Forest of Dean please give Mark a call on 07967 661857, who will be very pleased to hear from you.



### Club Night Venue The Wheatsheaf

#### From M32 J1

Take the A4174 ring road towards Downend. 200 metres further on, turn left at traffic lights (signposted to Winterbourne). Follow the B4058 for approximately 2 miles. You will find the Wheatsheaf Inn on the right hand side of the road.

#### From M5 J16 (Almondsbury)

Take the A38 towards Bristol After 200 metres take the first left at the roundabout. Keeping in the outside lane to go straight ahead at the traffic lights.

Continue straight ahead at three consecutive roundabouts. At the fourth roundabout turn left, continue to the T junction and turn left into Winterbourne High Street. The Wheatsheaf Inn is on the right hand side of the road, approx. 400m from the turning.







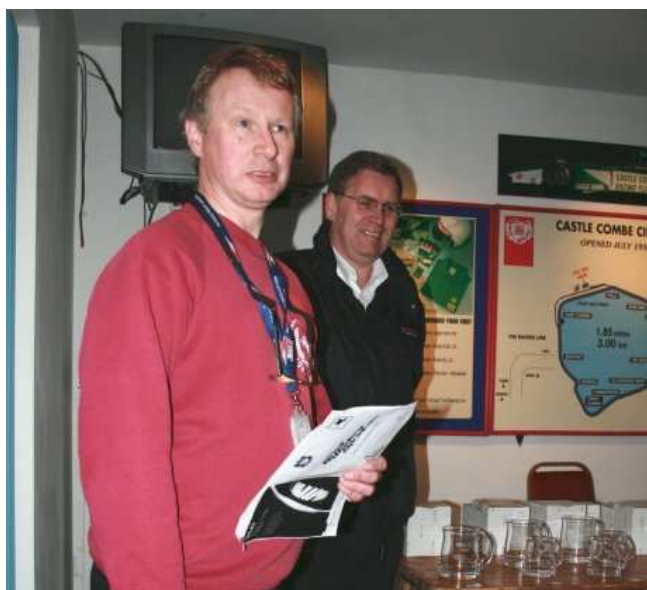
## GREAT WESTERN SPRINT

Castle Combe

29<sup>th</sup> March 2008

Prize Presentation

Photos By Kieron Winter



As always we are looking for contributions for Backfire

80 Meadow Way, Bradley Stoke, Bristol, BS32 8BP [backfire@bristolpegasus.com](mailto:backfire@bristolpegasus.com)  
Fax (0870)139-2108

Website [WWW.BRISTOLPEGASUS.COM](http://WWW.BRISTOLPEGASUS.COM)





## STONLEIGH TRIP 2008







# Bristol Pegasus Fantasy Formula One 2008

## Positions after Malaysian Grand Prix GP

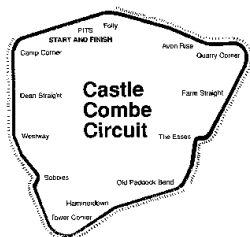
Updated By Tim Murray

Pos	Entrant	Driver 1	Driver 2	Team 1	Team 2	Engine	Total
1	Gary Tanner	Alonso	Bourdais	BMW	Williams	Mercedes	183
2	Chris & Dominic Bennett	Kubica	Alonso	BMW	Renault	BMW	178
3	Terry Russell	Heidfeld	Kovalainen	Williams	Super Aguri	Mercedes	172
4	Rex Meaden	Alonso	Rosberg	BMW	Red Bull	Mercedes	170
5	David Garnett	Kubica	Kovalainen	BMW	Honda	BMW	163
6	Greg Parnell	Alonso	Rosberg	Renault	Williams	BMW	160
7	Joanna Prestidge	Rosberg	Trulli	Renault	Williams	Mercedes	156
8=	Mark Elvin	Rosberg	Kovalainen	Renault	Williams	Toyota 2	153
8=	Steve Clark	Raikkonen	Rosberg	Toyota	Toro Rosso	Mercedes	153
10	George Russell	Alonso	Kovalainen	BMW	Super Aguri	Renault	152
11	Jackie Russell	Alonso	Kovalainen	Red Bull	Toyota	Mercedes	151
12=	Alex Wooldridge Smith	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	150
12=	Alyson Marsden	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	150
12=	Tom King	Alonso	Hamilton	Toro Rosso	Honda	Mercedes	150
15	Jane Tanner	Alonso	Rosberg	Renault	Red Bull	Mercedes	149
16	John Page	Rosberg	Bourdais	Force India	McLaren	Ferrari	148
17	Julie Farrow	Kubica	Bourdais	Super Aguri	McLaren	Ferrari	147
18	Jonathan Prestidge	Rosberg	Nakajima	Red Bull	McLaren	Toyota 2	145
19=	Alison & Sam Bennett	Fisichella	Hamilton	Williams	Red Bull	BMW	142
19=	Mike Marsden	Raikkonen	Alonso	Toro Rosso	Honda	Mercedes	142
21=	Martin Baker	Heidfeld	Button	Toyota	McLaren	Renault	141
21=	Pete Stowe	Rosberg	Webber	Honda	McLaren	BMW	141
23=	Andrew Moss	Coulthard	Kovalainen	Renault	Super Aguri	Mercedes	136
23=	Dick Craddy	Raikkonen	Rosberg	Red Bull	Force India	Mercedes	136
23=	Lewis Bird	Bourdais	Hamilton	Red Bull	Toro Rosso	Ferrari	136
26	Joe Robson	Alonso	Hamilton	Red Bull	Honda	BMW	135
27	Simon Moss	Kubica	Fisichella	Super Aguri	McLaren	Ferrari	134
28=	Charlotte Emsley	Raikkonen	Alonso	Toro Rosso	Super Aguri	Ferrari	132
28=	Toby Harris	Kubica	Hamilton	Toyota	Super Aguri	Ferrari	132
30	Simon Sweet	Raikkonen	Trulli	Toyota	Toro Rosso	Ferrari	129
31	Martin Mees	Kubica	Hamilton	Renault	Honda	Toyota 2	128
32	Richard Reynolds	Alonso	Hamilton	Renault	Super Aguri	Ferrari 2	126
33=	Ann Farrow	Coulthard	Hamilton	Red Bull	Toyota	BMW	125
33=	Ken Robson	Raikkonen	Hamilton	Super Aguri	Force India	Toyota 2	125
35=	Lisa Selby	Button	Hamilton	Toyota	Toro Rosso	Ferrari	123
35=	Martin Emsley	Bourdais	Sato	Honda	McLaren	Ferrari	123
37	Arthur Tankins	Alonso	Kovalainen	Honda	Red Bull	Ferrari	122
38	Judith Bird	Coulthard	Button	Renault	Williams	Mercedes	121
39=	Caroline Meaden	Heidfeld	Hamilton	Honda	Force India	Renault	119
39=	Chris Lewis	Button	Kovalainen	Toyota	McLaren	Ferrari 3	119
39=	Sharon Reynolds	Fisichella	Hamilton	Force India	McLaren	Ferrari 3	119
42=	Andy Baverstock	Kubica	Hamilton	Honda	Super Aguri	Ferrari	118
42=	Mal Allen	Alonso	Coulthard	Honda	McLaren	Renault	118
42=	Paul Bird	Alonso	Bourdais	Ferrari	Honda	Renault	118
45	Bob Hart	Webber	Hamilton	Toro Rosso	Honda	Ferrari	116
46	Mary Craddy	Webber	Hamilton	Williams	Honda	Renault	114
47=	Donny Allen	Button	Sato	Ferrari	Toyota	BMW	112
47=	Tim Murray	Rosberg	Vettel	Ferrari	Toyota	Toyota 2	112
49	Rob Crossland	Raikkonen	Hamilton	Toro Rosso	Force India	Honda	108
50	Bill Farrow	Raikkonen	Sutil	Force India	McLaren	Ferrari 3	106
51	Audrey King	Webber	Button	Williams	McLaren	Honda	98
52	Elisabeth Lewis	Massa	Fisichella	BMW	Renault	Ferrari 3	94
53	Kieron Winter	Kubica	Rosberg	Ferrari	Honda	Honda	91
54	Roy Hancock	Raikkonen	Webber	Renault	Honda	Renault 2	87





# GREAT WESTERN SPRINT



## Castle Combe

29<sup>th</sup> March 2008

Photos By Andy Moss











# e-Wheels

## Welcome to the digital age

This is the first issue of e-Wheels, which replaces the long-running paper-based Wheels. The new digital format should make it easier and cheaper for the information to be disseminated to club members. e-Wheels will be emailed monthly to the club contact person for those clubs registered with the MSA for 2008. He or she can then circulate it directly to club members or forward it to the club webmaster or newsletter editor. Each issue of e-Wheels will also be posted on the MSA website in pdf format and for those who still require a paper copy, it is best printed from there. Go to [www.msauk.org](http://www.msauk.org) >MSA Publications>Wheels Magazine.

e-Wheels will contain news from the MSA of general interest to those involved in motor sport and of particular interest to clubs and club level competitors.

We welcome your feedback, on both the content and the technology, and would be interested to hear of innovative ways of circulating the information to your members. Please send your comments to: Allan Dean-Lewis, Head of External Affairs, MSA at the email address above.

## Race for pocket money!

In April, the MSA will launch a nationwide campaign to give thousands of young people a taste of kart racing for just £5.

Supported by funding of £125,000 from the MSA, Let's Go Karting will provide karts, equipment and instructors at locations throughout the UK to enable young people to experience the thrills of karting without buying their own equipment.

Clubs and venues have been invited to make submissions for inclusion on the MSA scheme. Successful applicants will receive funding to purchase the necessary equipment to run the scheme, including karts, helmets, race suits and gloves. They will also be required to train instructors and implement a promotional campaign.

The MSA has appointed Rod Taylor, a well-respected and experienced member of the kart community as Let's Go Karting coordinator. Clubs and venues requiring further information should email: [rod@rtaylor0.orangehome.co.uk](mailto:rod@rtaylor0.orangehome.co.uk).





## MSA Club & Event Officials Seminars 2008

Thanks go to all those Club and Event Officials who attended the above seminars which were held at 12 venues nationwide during January to March, including – for the first time – one in Inverness.

It was noticeable that there were more than 50 per cent of first-time attendees at the vast majority of venues, including new volunteers to the sport as well as others whose club or event role was further developing.

Feedback from attendees was very positive, and the opportunity for individuals of varying experience from across the disciplines to share knowledge and information was clearly beneficial.

Electronic copy of the seminar handouts will shortly be available on the MSA website at MSA Forms>Clubs>Seminar Handouts. Hard copy will also be available on request from Richard Nunn at the MSA (tel: 01753 765071).

The next series of seminars in early 2009 will be open to MSA Licensed Officials, notably Clerks and Stewards, and a further announcement will be made in due course.

## BRISTOL PEGASUS IN THE NEWS

The club's exploits in the Autoglym quiz got a mention in the April edition of *Classic and Sportscar* magazine.



### Flying horse tops contest

**BRISTOL PEGASUS MOTOR Club** won the inaugural Autoglym National Motor Club Quiz Final at the Heritage Motor Centre, Gaydon, on 26 January. The team of James Page, Tim Murray and Kieron Winter beat **Stockton & District MC** by 41 points to 22.

Clubs from around the country had competed on-line, from which the semi-finalists emerged. The questions were set by historian and author Graham Robson (*C&SC's Anorak*), who chaired the *University Challenge*-style play-offs.





# EVENTS FOR APRIL / MAY 2008

**Club Night - Monday 14<sup>th</sup> April**  
Come along for a drink and a chat from 8.30pm

## Wessex Sprint Monday 5<sup>th</sup> May

Regs available from the website or from Carole Morgan.

Marshals to contact Bob Hartls should Bob Hart. Telephone 0117 9409772 or 07799 056176. E Mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk)



## Production Car Trial NOTE CHANGE OF DATE Sunday 11<sup>th</sup> May

Regs are now available from the Website or please contact Andy Moss on 0117 9041841 or e-mail [andy@mossdata.co.uk](mailto:andy@mossdata.co.uk).

## Llandow Sprint Monday 26<sup>th</sup> May

Regs available from the website or from Andy Moss 0117 9041841. Marshals should Bob Hart Telephone 0117 9409772 or 07799 056176. E Mail [bob.hart@blueyonder.co.uk](mailto:bob.hart@blueyonder.co.uk)

